

# S P I T      &      P O L I S H

PATRON:  
His Excellency,  
The Governor of N.S.W.  
Sir Roden Cutler,  
VC, KCMG, KCVO, CBE.

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

Vol. XVI No. 2

AUGUST 1974

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The August General Meeting will be held at 8 p.m. on THURSDAY, 22ND AUGUST, 1974 at the V.C.C.A. (N.S.W.) Clubrooms, 134 Queens Road, Five Dock.

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:  
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O P I N I O N

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It is time we changed the title of these winter months from RESTORATION to the HIBERNATION period. Attendance at the Annual General Meeting was very poor (in the fifties) and the attendance at the July Meeting showed no improvement, even the stalwarts like Don Steer and Laurie Sykes have been missing.

Possibly we can blame it on the lack of central heating in our Clubroom and it has now come to my ears that this matter is being taken up by the appropriate authorities and heating devices will be installed before next winter.

If your problems have been heightened by this cold snap, have a kind thought for Jack Dance and Len Sheen who are our delegates to the Annual Meeting of the V.C.C.A. to be held in Hobart in Mid-August. I believe that they are either very brave or ----- because they intend to holiday in Melbourne on the way!

This is hardly an Opinion or Editorial but more of a news column and continuing in this vein - have you heard that the new Chairman of C.V.V.T.M.C. is our Vice-President and Past President Allan Foy. I am sure every member will join me in offering our congratulations.

Although 1978 is many years away, a great deal of work has already gone into the preparations for what we hope will be another International Rally to be held in Australia. George Roberts and George Green and helpers have surveyed a proposed route from Sydney to the Gold Coast and back to Canberra including variations for "quick" and "slow" cars. Our delegates at the V.C.C.A. Annual Meeting will have taken, by now, more steps towards this goal and we hope that we will be able to announce the name of the Chairman of the committee to organise this outstanding venture in our September magazine. Can I hear little tumblers falling in distant parts doing on the spot calculations of car selection - time needed to do necessary restoration - how to organise holidays etc. etc. !!

Turning from the general to the specific - the Canberra Talbot, which is a twin to Jack Dance's, is undergoing a reasonably extensive mechanical restoration organised by George King and will make it's Sydney debut before Christmas.

One of the owners of that mighty Marque, B.S.A., has undergone a deal of restoration himself. Ron Craze had the knife inserted to clear a blocked line and is now making a fast recovery with all tubes working fine. But alas, same cannot be said of the differential out of his B.S.A. He had



"OPINION" CONTINUED

the misfortune to fracture not one, but two rear axles and this had repercussions on the diff., leaving a very bent housing.

Some people win and some lose and on the winning side, our new Fiat member Mal. Bradley advertised in last month's issue for information and parts for the extensive restoration of his 1913 model. Within a couple of days of posting he had two 'phone calls that offered hope and a verbal clue to more parts. The lesson from this is simple: advertise in SPIT AND POLISH.

Surprises lurk around corners and when I found a rejuvenated issue of "Spokes in the Wheel" in the mail from our Newcastle branch it was certainly a welcome surprise. Sandy Holmes is the new editor and if he continues to turn out good editions like this they will certainly serve to tightly bind together the "dedicated" in Newcastle.

R.C.B.

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V.C.C.A. MEMBERS:

Members may have read of a story of how an R.R. owner recovered his lost hub cap through an advertisement, inadvertently being placed in the livestock column of a Sydney morning newspaper (Tuesday, June 4th).

This reminded me of a similar case that happened some time last year. Jack Dance (V.C.C.A. Secretary) had been motoring out Camden way in his Talbot, and had lost a hub cap from his wheel that day. It appears that being like the R.R. cap (reputed to cost \$75.00) the Talbot one too, was valuable and he and his wife had the following day retraced his journey without success looking for the cap.

However, a little time after this, Margaret received on the Club 'phone a call from a rural chap who had found what looked to be an old wheel cap engraved 'Talbot, London'. Yes - it was Jack's missing cap and the story had the expected happy ending.

JOHN T. STEEL,

V.M.C.

\* \* \* \* \*

MISSING !!! ALBY FROST AND TOP HAT

You know Alby, the newer members think that a top hat is an article of clothing worn at a Government House Garden Party - we know differently, don't we? Why, pray don't you bring that lovely car, complete with your lovely wife, to the next rally?

Leave the Fiat at home.



E V E N T SSouth Coast Vintage Car Club

Bi-Annual Rally at Wollongong on weekend of Aust, 24th, 25th. Entries have now closed and anyone wishing to attend and has not as yet sent entry form must arrange own accommodation.

Sunday, September 1st

V.C.C. and Lions Club postponed picnic to Kurnell will take place. Start, Darley Road, Randwick 10.00 a.m. Finish, Captain Cook Landing Place Park. A number of seats are needed (about 45); those members who were going at last attempt it is hoped will again be available; please 'phone number of seats available to J. Burke, 533.5625 as soon as possible.

Sunday, September 8th

C.V.V.T.M.C. Warwick Farm, cars will gather at the Ledger Paddock which was the venue last year. This year cars will be displayed in order of age. It is desired as many veterans as possible please turn up. One veteran car is needed for mobile event and one veteran is needed for Concourse judging.

October 5, 6, 7 is Camping Weekend, Colo River has been selected for this venture. Anyone with slides or 8 mm. films will be most welcome to show same on Saturday night. All are welcome to join this group with caravans, tents or even sleeping bags.

Saturday, August 31st

Chamber of Automotive Industries Concourse, held in conjunction with the Motor Show at the R.A.S. Start 1.00 p.m. Main gate, where instructions and necessary directions will be given. Private entries will be accepted and period costumes of the year of vehicle model will be judged. For entry information, contact Chamber of Automotive Industries or Allan Foy, 499.1524 (Home).

\* \* \* \* \*

M I S S I N G !!!ALLAN ROSE-BRAY AND THE BRUSH

Allan, one of our older members, was last seen with the Brush about 1964 in a Waratah Festival - perhaps the Brush has rusted up.

Come now, Allan, we know there is a fuel shortage, but the donation of a couple of gallons of petrol is assured if you will promise to show us that magnificent Brush again.

\* \* \* \* \*

DID YOU NOTICE THERE WAS NO COVER TO THIS MONTH'S ISSUE ??  
KEEP WATCHING FOR OTHER ISSUES .....



C O R R E S P O N D E N C E

"Dear Bob:

I am dictating this letter from my sick bed, as it was the only way I could give the information which I am submitting hereunder.

I had a ring yesterday from Pedr Davis, who asked if I knew how many T-Model Fords there are in Australia. I told him that I don't think anyone has ever run out these figures, but as I was in bed I would go through the members' directory and find out how many Fords there are.

Knowing everybody likes to know something about the T-Ford's history (except George Green), I thought this information could be interesting for you to publish in the Bulletin. Understand that these figures are computed from the Veteran Car's 1973 Directory and there are a lot of people who have T-Model Fords undergoing restoration and not listed, so there would be more in veteran car members' hands than the figures show.

	<u>A.C.T.</u>	<u>N.S.W.</u>	<u>VIC.</u>	<u>S.A.</u>	<u>W.A.</u>	<u>Q.</u>	<u>TAS.</u>	<u>TOTAL</u>
1909		1				1		2
1910		2				1		3
1911		4	1	2	1	1	2	11
1912	2	3	1	4	1	2		13
1913	1	7	3	6	1	1		19
1914		6	2	1	1	4	1	15
1915	5	14	3	3	6	6	1	38
1916	2	7	5	3				17
1917	3	1	2			2		8
1918	1	3	1	1				6
	<u>14</u>	<u>48</u>	<u>18</u>	<u>20</u>	<u>10</u>	<u>18</u>	<u>4</u>	<u>132</u>

It is quite conceivable that there would be say 200 in veteran car members' hands; I would say about 400 to 500 in vintage car members' hands from other clubs throughout Australia and perhaps another 200 strays, making approximately 700 odd T's in Australia, and I never knew there were so many happy people in the Commonwealth!!

This information may be of interest,

Kind regards,

VIC JACOBS"

VIC. We are of the opinion that these numbers are overstated, as there are only 40 beds in Callan Park. ED. PANEL.

\*\*\*\*\*

S O C I A L

Congratulations to Jim Cooper Jnr. who recently married.

Hope Eileen Sykes has recovered from the 'flu.

Our Film Evening held in the Club Hall on Saturday, 27th July was a success. We had 40 adults and 19 children come along. The children came forward as usual to tell their stories and jokes - they are getting better every time. Thank you to Len Sheen and Allan Foy for organising and showing the films. I do sincerely thank all the ladies who come forward without hesitation to bring along sweets for supper on these evenings; the response is very much appreciated.

I have made a booking at the Opera House for Friday, 13th September, for a concert with Bobby Limb and the former artists from the "Sound of Music" Show. In the Concert Hall, cost is \$5.00 a head. I must know by the August Meeting if you wish to come along.

Another Feature Film Night will be held in the Clubrooms on Saturday, 26th October. Beware Tasmania, the Sheens are coming!

Sorry to hear that Jack Dance did not make it to Hobart. He was planning to spend a few days at Bowral, then at Melbourne, fly to Hobart for "the" meeting but took desperately ill at Bowral and after spending a miserable week in a motel there, returned to Sydney and still is suffering from the wretched virus infection which gripped him. We hope you improve rapidly now Jack - see you next meeting.

GLAD KING

\* \* \* \* \*

IS IT A FACT ??

More and more members seem to be spending more and more money and time on the restoration of more modern machinery 1932 through to 1937 - not that this is wrong - but we wonder why this is occurring.

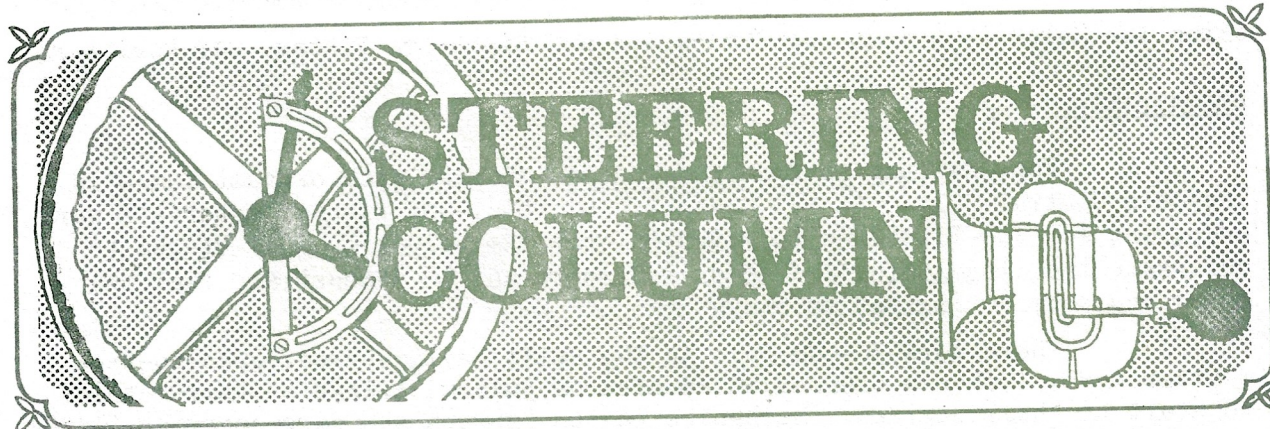
Perhaps it is the luxury of self starters and hydraulic 4-wheel brakes with windshield wipers and electric lights - perhaps we are just getting old.

Maybe we just don't like polishing brass and climbing underneath to clean all those intricate pieces. However, the love of cars is the important thing after all.

Members could write and let us know their modern interest - not birds, Masser !!! And we may publish the results.

\* \* \* \* \*





Congrats. to Allan Foy, now President of C.C.V.T.M.C. and P.R. Officer,  
Leyland - watch out for a C.C.V.T.M.C. takeover "offer" for Leyland ???

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THERE'S A FORD IN THE WHITE HOUSE - EAT YOUR HEARTS OUT, YOU R.R. DEVOTEES.

\*\*\*\*\*

Should we drum this member out of the regiment?? After extolling the  
virtues of British Upper Class machinery and common American black iron for  
years - "Pig Iron" Pete has invested heavily on slant-eyed machinery. AH SO !!!

\*\*\*\*\*

Neil and Lyn hotly deny the rumour that they are promoting THAT new cigarette  
commerical, Martin's. Ugh!!

\*\*\*\*\*

Stone the crows!! Arthur Garthon has a couple in his kidneys, which he would  
gladly give you to throw at them.

\*\*\*\*\*

Next month sees our contingent depart for Adelaide - I'm sure they are looking  
forward to renewing acquaintance with Noel Tishler - we wish them Bon Voyage.

\*\*\*\*\*

Is there something "fishy" going on back of Hurstville? We have been trying  
to "smell" it out and our roving reporter has "hooked" on to a story, or  
should it be "Dory" - it seems that a simple "Sole" works into the wee small  
hours finishing a ????? Well, this simple "sole" tried to get us onto  
another "tack" by drawing a "red herring" past our roving reporter's nose.  
However, he would not be drawn.

He then uncovered a bright red/orange 1935 Ford "Flathead" V/8 Phaeton  
(hidden behind lock and key) being readied for the Barossa Valley Run - is it  
really worth it Jock???

STOP PRESS: IT may be "launched" at Warwick Farm.

E.J.L.

\*\*\*\*\*



THE EARLY DAYS

(From the March 1974 issue of 'Malaysian and Singapore Vintage Car Register')

Emancipation

Fog, seeping in from the Thames, mingled with exhaust fumes in London's Central Hall. It was November 14, 1896, and pioneer motorists were preparing for the first run to Brighton, the 'Emancipation Run' staged to celebrate the 'legalising' of motor transport and to demonstrate that the motor had come to England to stay.

There were 30-odd cars in the Hall; solid-tyred, open-to-the-weather cars. Drivers cranked at handles or pulled strings as they battled to start up their engines. Mechanics passed between the cars carrying flares with which to light the burners that heated the platinum tubes that many of the cars used to fire their fuel mixture; few of the cars had starting plugs. Fires broke out in various parts of the Hall where petrol had been spilt but they were soon extinguished.

There was a babble of French and German, for many of the cars had been brought over from the Continent. Gradually the echoes of bangs and backfires grew, indicating that most cars had been started. They trundled out of the Hall into the drizzle and along to the Metropole Hotel, off Whitehall, where a pre-Run breakfast (Tickets 10s., including wine) was being served.

Presiding was Harry Lawson, chief organiser of the Run, the financier who sought to create a monopoly in car manufacture in Britain by buying up every available patent. Lawson and his friends, members of the Motor Car Club of which Lawson was President, wore brass-buttoned uniforms patterned on yachting rig, though one contemporary account said Lawson's outfit looked 'something between the garb of a yachtsman and a Hungarian bandit', and Camille Bollee thought Lawson looked 'like a Swiss Admiral'.

Camille and his brother Leon had brought over three of their racing tri-cars from France - and not without incident. When the cars had arrived at Victoria Station two days earlier the drivers had found they were unable to buy petrol anywhere so they bought bottles of benzine from chemists' shops, tipped them in the fuel tanks and started up.

But the smoke and explosions brought a policeman who said the cars could not be driven because the Emancipating Act was not yet in force.

Three horses had to be hired to tow the cars from the station and the drivers had to run a gauntlet of jeers and abuse from cabbies and bus drivers as they went.

Gottlieb Daimler, although a sick man, was also at the breakfast, together with a liberal sprinkling of the aristocracy of the day, and the writer Jerome K. Jerome. A red flag, symbol of the now bygone restrictions, was torn up by the Earl of Winchilsea amid thunderous applause.

At 10.20 Harry Lawson sounded a warning horn. Drivers donned overcoats, capes and goggles. At 10.30 the horn sounded again for the start, and the cars - those of them that could be started - set off along the Embankment and across Westminster Bridge in a trail of bangs and smoke.



"The Early Days" (Cont'd.)

It was an adventurous run they were setting out on. There were no garages to assist in cases of breakdown; the motorist could only turn to the village blacksmith for help. There were few signposts then and many of those were inaccurate, and there were no marshals along the route. Crowds were often hostile and likely to throw sticks or stones at the pioneers. And, of course, it was drizzling with rain, which made the roads slippery and the drivers uncomfortable.

Entrants had been given a formidable list of instructions for 'The Motor Car Tour to Brighton'. They said owners and drivers should:

'REMEMBER that Motor Cars are on their trial in England and that any rashness or carelessness might injure the industry in this country.

'SEE that their motor cars appear in thoroughly good clean order and are never left unattended on the route.

'BE fully provided with sufficient lubricating and motor oil.

'SEE that passengers are provided with proper protection against bad weather, such as mackintoshes, etc., and with light provisions.

'USE the greatest care as to speed and driving so as not to endanger ordinary traffic.

'TREAT the police and other authorities on the route with polite consideration.'

Drivers were told that a stock of oil had been arranged at the White Hart Hotel, Reigate, while water could be had at the Horse and Groom, Streatham; the Wheatsheaf, Thornton Heath; the Greyhound, Croydon; the Windsor Castle, Purley; the Star, Horley; the White Hart, Reigate; the George, Crawley; the Black Swan, Pease Pottage; the Red Lion, Handcross; the Queen's Head, Bolney; the Kings' Head, Albourne; the Plough, Pyecombe and the Black Lion, at Patcham.

Reigate - 22 miles from London - was to be reached at 12.30 and the cars were to re-start for Brighton at 1.30.

At the head of the procession was the Panhard-Levassor pilot car - the car in which Levassor had won the Bordeaux-Paris race the year before. Now it was owned by Lawson who claimed it to be 'the fastest car in the world.' It carried Lawson, his wife, and a purple and gold Car Club banner.

The cars behind, some of them proudly flying ragged red flags, included another dozen Panhards or Daimlers - one of them being a parcels van belonging to a London store, which was to deliver parcels in Brighton.

There were four Bollees, a fifth having refused to start, four cars made under licence from Benz, an Arnold dog cart, a French steam bicycle, a New Beeston steam bicycle and five electric vehicles including a bathchair!



They kept in station along Lambeth Palace Road, the Albert Embankment, past Kennington Oval to Brixton Road. Then 'Old Number Five', Lawson's 'fastest car in the world', which had been going at walking pace, stopped altogether with over-heating trouble. The remaining cars began to race.

In the lead were Bollees, shooting in and out of the horse-drawn traffic at 30 m.p.h. with their cars rattling like machine guns.

Out into the country they went, the cars sliding on loose stones and muddy roads. Belt drives began to slip. Some cars needed a push on uphill stretches. This was rare excitement.

A reporter wrote in the "Automotor Journal": 'To rush through the air at the speed of a torpedo boat destroyer, down a narrow, curving road enclosed with hedges and without being able to see what was in front of us, was a novel and thrilling experience. One minute we were 500 ft. above sea level; the next only 300. We had accomplished this rapid descent of 200 ft. in a few seconds of breathless suspense when the slightest error of steering would have landed us into one bank or the other or plunged us into the midst of cyclists who were waiting at the bottom of the hill to see how we should take the awkward bend.

We did it magnificently and all the while our engine was actively propelling us onwards and thus adding to the velocity which had been imparted to the vehicle by its momentum.'

At top speed, the Bollees roared through Reigate (decked with a banner saying 'Reigate Welcomes Progress') without stopping for the scheduled lunch. Some others followed them.

At Crawley (where the banners said "Success to the Motor Car") came the first accident involving a spectator. A little girl who had stepped too far into the road to get a better view was bumped by one of the cars.

More mishaps followed. A Bollee three-wheeler, descending a hill, tried to go between a horse-drawn wagoneete and the grass bank. A front wheel mounted the verge, the machine swung round and stopped suddenly, hurling the passenger, W.M. Turrell, into a ditch of dirty water.

The car carried on, but sand had got into the carburettor and eventually it had to be towed into Brighton behind a horse and cart.

As the Run went on the weather worsened. At Preston Park, north of Brighton, a crowd waited beneath a banner assuring the entrants, 'Centuries will look back upon this, your immortal ride'. Led by the Mayor and councillors, the machines were then driven through a full gale to the Metropole Hotel.

Unfortunately the Run was so loosely organised that no one knows the exact number of cars that took part or the exact number that finished with any certainty. No two reports agree in all respects. The timekeeper travelled in a Panhard which had constant trouble and he was not in Brighton until two or three hours after the first cars.

Electrically-driven vehicles are thought to have entered Brighton first but they do not figure on the official list and it is not known how they could have travelled 52 miles on a single charge of batteries; it is believed by some that they were quietly loaded on to a train at Brixton. Similar mystery surrounds two Duryeas which appeared at Brighton, but were not seen on



the road down. It is rumoured that at least one car taken by train was muddied artistically on arrival to suggest that it had been driven all the way!

The two cars to have covered the full distance genuinely appear to have been the Bollees driven by Leon and Camille. Leon's time was 3 hours, 44 minutes (including nearly an hour spent in reaching Brixton), an average of about 15 m.p.h. Camille arrived a quarter of an hour later. The next car, a Panhard, took over five hours.

It was approaching five p.m. when Lawson and his banner showed up, followed by the four-cylinder Panhard of the Paris-Marseilles race driven by M. Mayade, the works manager of Panhard who was later to be the first fatality in a motor race. The Beeston motor tricycle, the Cannstatt-Daimler carrying Gottlieb Daimler, and a twin-cylinder Panhard carrying the Earl of Winchilsea arrived within minutes.

Altogether 14 cars reached Brighton in reasonable time.

The breakdown waggon provided to assist the entrants, a Panhard parcels van driven by Charles Rush, did not reach Brighton until three o'clock on the following morning. Its stock of tools had been employed solely on itself!

When it arrived the great Emancipation Day Run was over.

Similar runs continued until 1902; but not all on the Brighton road, some being to Richmond, one to Oxford and another to Southsea.

In 1927 the Run was revived under the sponsorship of a newspaper which gave it the label of 'the Old Crocks' Run' - a nickname which has embarrassed veteran car owners ever since.

In 1928 "The Autocar" took over the promotion under the snappy title 'International Veteran Vehicle Demonstration Run to Brighton by Cars of the Old Brigade' and this brought it under R.A.C. regulations. After a further year of newspaper sponsorship the R.A.C. took over the Run and have organised it ever since except during the war years and in 1947, when petrol was not available.

The ceremony of destroying a red flag was repeated in 1956, Diamond Jubilee Year of the Run, when Mr. Wilfrid Andrews, chairman of the R.A.C., tore one up after driving to Brighton in his 1901 Benz.

Today a crowd of over two million waits along the route every year to watch the progress of the old cars. Each competitor who arrives punctually in Brighton gets a medal from the R.A.C. - a replica of the one awarded to those who took part in the 1896 Run. It shows the goddess of speed riding in a strangely designed chariot, clutching a sheaf of lightning and pursued by a racing pigeon. No one quite knows why. And no one quite knows why the sight of these historic cars so delights everyone who sees them. But it does.

\* \* \* \* \*

#### MOTOR SHOW CONCOURSE

Do you wish to enter the Concourse at the Sydney Motor Show to be held on 31st August, 1974, at the Sydney Showground? Assembly time is 1.30 p.m. inside the main gateway. Entries close on 22nd August and to enter you can contact Allan Foy, 449.1524 (H). All that is needed to win is a good looking "Doll", a glamour car and a lot of spit and polish.



THE 1911 17.9 H.P. ARMSTRONG WHITWORTH

By Jock McGowen

The 1911 Armstrong Whitworth which is the subject of this article is no doubt well known to club members, having appeared in Club Rallies since 1958, originally painted white the car was re-painted dark green about 1963. Since returning to active life in 1958 the car has attended Rallies in all states and of course many times in Newcastle and Canberra, the longest trip was the Adelaide Rally, and except for innumerable flat tyres, no trouble was experienced.

This vehicle came into the possession of my brother and myself in 1937, the original price offered was \$10.00 but after discussion the owner eventually agreed to part with the car as a gift, although complete except for bulb horn and gas generator. You will appreciate that in 1937 we were looked upon as being "nuts" to acquire a vehicle of this age as there were plenty of more modern cars of the 1927-1930 era available at prices approximately the same.

For many years, despite searches in all areas, no news was heard of more Armstrong Whitworth cars and it was not until about 1963 that bits and pieces started to turn up from all sorts of places, an engine was obtained from Adelaide, a chassis and a differential from Omeo in Victoria, a differential gear box and chassis was pulled out of Burrenjack Dam, and all in all we were able to account for some 17 vehicles one way or another.

Peter Kable located two of 1908-9 vintage, which are different inasmuch as they are separate blocks and T head. Colin Drake at Warrnambool in Victoria has the remains of two, one of which though in chassis form is going, the only other one known in Australia is owned by Laurie Taylor in Epping and this was made up from bits and pieces collected by myself over the years. In about 1955 a photograph appeared in the "Melbourne Sun" showing an Armstrong Whitworth which belonged to a Victorian Club member taking part in a Ballarat Rally, this car seems to have disappeared over the years, perhaps some Melbourne enthusiast has it in a shed awaiting a full restoration. I understand two or perhaps three exist in England, and I think two of these are in Museums, one was in the Sword Collection, and I think this was a closed car.

From this it can be deduced that the car is rare; it is fairly safe to say that it is the only one on the road in the world at this stage, and perhaps readers would be interested in some technical details. A fairly conventional vehicle with a 17.9 h.p., 4 cylinder, En-bloc "L" head motor, multiple disc oil-filled clutch, 4-speed Wilson design gear box and a torque tube bevel drive, the whole machine was claimed in the 1910 issue of "Automobile Engineer" to be an "advance design", this could well be one man's opinion as one doubts just how advanced the design is when it is required to stop in a hurry as for the weight of the vehicle the braking system must be considered inadequate.

Many parts of this car bear resemblance to F.I.A.T.s of the same era and it could even be said that some drawings may have changed hands; the external gear change mechanism is practically identical to a 1905/6 F.I.A.T. which is in my brother's possession. The car came originally from the Wilson Pilcher Company who manufactured horizontally opposed 4-cylinder cars from 1901 through to 1907. In 1906 Sir W.G. Armstrong Whitworth & Co. absorbed



The 1911 17.9 h.p. Armstrong Whitworth (Cont'd.)

Wilson Pilcher & Co. and commenced making Armstrong Whitworth cars in 1906, they continued through to 1915 when production ceased during the first world war due to wartime demands on the company, eventually a partnership was formed between Armstrong Whitworth Car Division and Siddeley-Deasey (1911-1919) and in 1919 the first Armstrong Siddeley was produced and this make continued through to 1960.

The Armstrong Whitworth Company are still in existence, they manufacture mostly items of heavy engineering, the Tom Ugly's Bridge over the George's River was made by Armstrong Whitworth in about 1922 and of course just before the war they entered aircraft production and still manufacture special freight aircraft for the R.A.F., at one stage they had interest in shipbuilding but I think this has now passed from their hands.

My car was purchased second-hand by Harry Davey of Mulgoa in about 1914 and he toured extensively all over N.S.W. including at least two trips to Bourke. Eventually the car was taken off the road in about 1919/20 because of a stripped pinion, the car was put in a shed on the farm at Mulgoa and sat there surviving the ravages of time, but well attended to by the chickens until 1937 when it was pulled from the shed to start its rotting process under a tree, fortunately I found it a matter of days after it had been taken out of the shed.

Early restoration was devoted to a set of new tyres (\$22.00), new hood (\$12.00), paint, re-wire and it went, it was then registered and driven by both my brother and myself over many miles until war broke out, when it was put on blocks and remained untouched until about 1948. The only official function that the vehicle attended before the war was the 150th Anniversary of Parramatta and it was in company with George Green's Reo which is still in existence in the care of Allan Foy. We were pleased to take out 2nd prize but of course the thing that made us mad was that first prize was taken out by a T-Model Ford with "off centre" wheels, even in those days T Model Ford drivers were natural born exhibitionists.

From 1948 through to 1958 the car came out a few times in a very un-restored state until in 1957 we saw the start of the Blue Mountains Rally from Parramatta Road, Auburn and it was decided that we would make the next Blue Mountains Rally without fail; this we did, having finished the car at 4.30 a.m. before starting the rally the next morning. Except for throwing the varnish in the magneto, all went well.

From that date to now the car has been driven some 12,000 miles, won many prizes including Concours D'Elegance and Concourse D'Etat in one year; it was also the first car to win the Montague Trophy.

\* \* \* \* \*

CAN YOU BEAT THIS?

That skite, McGowen, only surpassed by Vic. Jacobs, was raving on the other night that he had had his Armstrong Whitworth in the family since 1937 - and claims this as some sort of a record.

Reading the above article will surely indicate that his statement is true - but I can think of many members who can beat him easily. (Cont'd.P.14...



Can You Beat This? (Cont'd.)

Ken Moss with the Panhard and Bill East with the Studebaker would not be easy to beat and that wayward child Royce Gregory I feel sure has some points on his side with the Overland.

Come on now, let's hear from you - a prize of -- (I will think about that) -- for the oldest "in family" car in the Club. Write in and state the facts - they will all be published.

\* \* \* \* \*

"S P O K E S    I N    T H E    W H E E L"

The Newcastle boys always seem to have something going - they seem to have more pages in their magazine than we do. And they seem to be more enthusiastic than we are. Anyone who has attended a Newcastle Rally will support this.

Last time I was in Newcastle I heard Don Barker raving on about his "T" model racer - well now he has it in print. Don't know how old man from the potato country, Vic Jacobs, lets him get away with it, but then maybe they agree to share the publicity.

We Sydneysiders find it funny - when Masser comes to Sydney Town he has lots to say - some of it very personal too, you naughty boy! - but when he is up on the Lakeside Paradise he says - nowt!

Perhaps he needs George Roberts and Pam - a bunch of kids with ice cream and trips to the l-o - to get him going. How about it, Masser?

\* \* \* \* \*

A D V E R T I S E M E N T S

WANTED: 3 Trumpet Sparton Air Horn 6-volt suit '35 Ford V-8.

JOCK MC GOWEN,

50.8536

FOR SALE: Mr. Sloman, 16 Rawson Street, Croydon Park, 642.2758, has a double acting brass tyre pump and a few other items for sale. Give him a ring if interested.

\* \* \* \* \*



A D V E R T I S E M E N T

FOR SALE: Heavy solid brass carburettor marked "Packard 1905-1917 Patent Pending". Down draught 8½" high. Could be veteran.  
If interested, ring -

B. NILSSON,  
387.2364

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INSURANCE POLICIES FOR YOUR CAR

Further to my request to members for a survey on how much insurance was actually taken out by members on veteran cars, and further to my report at the last meeting, I now have pleasure in detailing a list of conditions agreed to with Law Union and Rock Insurance. Many of these ideas came out of questions that members asked me at the last meeting, and we were able to obtain with the Company agreement on:-

- (a) A comprehensive insurance without any obligation to take other business with them. However, it is my suggestion to all members who insure with the Law Union and Rock that in fairness they should take out other policies with them. It is far better to deal with somebody you know, than an insurance company that you don't know except by renewing with them by habit only.
- (b) Third Party, property, fire, theft policy as requested by Allan Foy.
- (c) Who will assess the damage in case of accident or loss, as asked by David Berthon.
- (d) Do we get the wreck back? as asked by somebody else.
- (e) A premium rate for members with a number of cars, who can only drive one or two in any one event.
- (f) An overall rate for a fire policy for when we go on weekend rallies as I suggested should be taken out and paid for out of Club funds.

I now set out hereunder the terms and conditions as agreed to with Law Union and Rock Insurance Co. They still have to confirm these back to me, that these were the arrangements that we mutually made.

INSURANCE RATES APPLICABLE TO MEMBERS OF THE VETERAN CAR CLUB THROUGH LAW UNION AND ROCK INSURANCE CO. LTD.

1. Third Party Compulsory. As already enforced.
2. Fire Only. Restricted to premises only. Rate 50¢ per cent.
3. Fire-Theft-3rd Party Property Damage. Whilst in premises or on the road.  
Rate 80¢ per cent.
4. Full Comprehensive. Rate \$1.50 per cent.

(Cont'd. on P.16.....)



Insurance Rates, Cont'd.

5. Un-named Driver Policy. This policy is where a member has a number of veteran cars all registered with the Club, but only wishes to have any one of the number insured under a comprehensive at the one time.

The rate will be:

- (a) Comprehensive policy at \$1.75 per cent.
- (b) Fire only policy on remaining cars at 50¢ per cent on each vehicle, or
- (c) 80¢ per cent for third party property, fire and theft for each vehicle.

If a member only has one car insured for comprehensive, but say has four other cars insured under (b) or (c) he is entitled to drive any of the other cars under conditions authorised by the Department of Road Transport for the use of the veteran vehicle and the car that he is driving will be insured under a comprehensive policy, provided that he supplies to the insurance company in case of claim a letter by the management committee of the Veteran Car Club to state that on the day of the accident only one of his cars was on the road at the time. However, if he cannot produce this authority and he had more than one car then he cannot make a claim on the accident. However, where a member has an unnamed driver policy, he may, if he say had 5 cars, register 2 under the comprehensive rate which would allow for 2 cars on the road at any one time, or more cars if he pays a composite premium. In the case where a member is only authorised to have one or 2 cars under comprehensive on the road, and he desires for one special rally or event to have a friend drive a 3rd car, then he may be insured under this eventuality, provided he 'phones the Law Union and Rock Insurance Co., obtains a cover note for that particular day and agrees to pay an extra premium as assessed by the Company for the use of the car on that day.

6. Special Conditions.

- (a) Comprehensive Insurance cover on cars as mentioned above will only be those whether on veteran car restricted plates or full registration that are only in use according to the permission granted by the Department of Road Transport or on such Club events as ordered as authorised by any of the Committee or Management Committee of the Veteran Car Club.
- (b) In case of total loss, the member will be granted to recover the remains of the vehicle at no charge.
- (c) In case of total loss, the value will be assessed by the insurance company in conjunction with the Registrar of the Car Club.
- (d) In case of claim for accident, the member may obtain a quote from any repairer nominated by the insured.

On comprehensive policies as mentioned above there will be no excess.

(No Item 7. included on copy.)

(Cont'd. on P.17.....)



Insurance Rates, Cont'd.

8. Club Fire Policy for rallies and events. This policy is one that can be taken out by the Club to protect the interests of all members that are not otherwise insured. It will apply to any authorised club rally or event where members' cars are stored in one area, whether in the open or in a building against the risk of fire. The premium will be \$50 per \$200,000 worth of cover, and this cover will apply automatically for the following 12 months on every event by the Club without notification to the insurance company. At the end of the year the Club will supply a list to the insurance company of the number of times the cars were stored in premises during days or nights when this policy will be effective, and the premium adjusted at the end of the year depending on the amount of cover that was actually obtained.

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The following is extracted from the April Newsletter of the V.C.C.A. of Great Britain and clearly indicates that the V.C.C.A. is finally going to purchase a Headquarters. (We beat them by 2½ years. Ed. Panel.):

"The most interesting point to come out of the Meeting was the situation with regard to premises, the Chairman in his verbal report said an option had been taken, subject to planning permission, on premises in Hitchin. These premises had been offered to the Club some months ago but at that time there was a sitting tenant and the Committee were not in favour of pursuing these. This problem had now been resolved and the property was completely empty. This is an Edwardian House in a good position only ½ mile from Hitchin Station, it comprises 3 floors and it was envisaged the Club would occupy the ground and first floors. The disposal or otherwise of the top floor would have to be gone into thoroughly as to what would be the best long term plan for it. A price of £19,500 is expected and if it should be decided that the top flat could be sold on a long lease this price would be considerably reduced. The help of a local planning expert has been obtained and he is in process of applying for the necessary permission.

Under 'Any Other Business' the question of raising the money to purchase a building came under discussion and it was duly proposed and seconded that a Building Fund be launched within the Club. As a result of this and the spontaneous reaction of Members present a total of £245 was collected by Tellers circulating the meeting. I was instructed to launch this appeal through this Newsletter, so once again we are very much relying upon your generosity. At the end of the letter there is a form which I would ask you to complete and return to me if you feel that you would like to send a donation. Only the total will be published so it does not matter what you send, any amount will be very gratefully received; the more we raise this way, the less we shall have to borrow which at today's prices could prove to be very expensive. May I take this opportunity of thanking you all in advance."